

BY THE MIDNIGHT SOUTHERN MAIL.

Death of James M. Fower—Philadelphia Markets.
Correspondence of The Tribune.

PHILADELPHIA, Monday, May 10.
A private telegraphic dispatch from Pittsburg to a gentleman in Harrisburg, brings the news that the late James M. Fower, of Philadelphia, has been killed in a collision with a freight train near Pittsburg, Pa.

probably died at Louisville, Ky. as a week ago he was lying in that city too ill to be removed.

The Cotton Market continues quiet, and prices stationary. The export demand for **Flour** continues in a sale of 500 bbls standard brands at \$5 14 per cwt, which there are more sellers than buyers. For city milled sales of common and good brands at 3 1/2

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CORN MEAL is held at 2 5/8 per bbl. Prices of wheat are steady at 1 1/4 @ 1 1/4 for good and prime red, and @ 1 20 per bushel for white;—there is a moderate offering. The market continues poorly supplied with—further sales of yellow at 60 cents. Oats are scarce—no sales have come under our notice.

SALES OF STOCKS.—First Board—\$5,000 City & \$3,000 Wilmington RR 65, 94; \$2,000 Reading RR 6

70; 55 St. C. 30; \$1,000 00; 101; \$2,000 00; 102;
 Far & Mech Bank 66; 51 Cam & Amboy RR, 142;
 Bank, 124; 30 Commercial Bank, 50; 5 Schuyler Bank,
 Reading RR, 204; 1,000 Pittsburgh 66; 69; comp. 96;
 Union Bank, Tenn. 60; 16 Mech. Bank, 274; 16
 Mech Bank, 260; 200 Union Canal, 124; 1 do, 13; 2
 Kentucky, 1054; \$500 Sarsnebina Canal ss. 504; 51;
 Lehigh Co ss. 97; \$1,000 Clinch ss. 73; 99; \$1,000 RR
 ss. 69.
 Second Bond—\$350 Lehigh Mort ss. 96; \$1,200 Ch

Del Canal, 6a, '56 '97; \$700 do, '67, '97; \$2,000 Sch N
'69, '97; \$2,000 do, '80; \$2,000 Pittsburgh, 6a, '94;
State 6a, 102; \$1,000 Read RR, 6a, 69; \$1,000 do,
\$1,000 State 6r, 102; 13 Bk of Ky, 103; 1 Penn RR,
80 Girard Bk, 12; 100 Norristown RR, 35; 4 Exch
Pittsburgh, 48; 5 Louisville Bk, 100; 12 Bk of Pitts-
50; 100 Read RR, 23.

THE CUBA EXPEDITION.—A letter received

St. Helena, dated March 14, says that a passenger ship arrived from New-Orleans, in the schooner Ellen, states that a bark came out of the Bay ahead of them with 350 to 300 men on board, but ostensibly for Chagres, but the pilot said there were three colonets on board, and that she had taken the men on board after leaving the city, but that she was not bound to Chagres. Rath y

—In the course of last Saturday's proceedings we learn from the *Baltimore Sun*, among the papers presented was a lengthy memorial from the General Conference of the Methodist Episcopal Church, Baltimore, Md., dated June 10, 1897, in which the following resolutions were adopted:

from the new Manchester Circuit of Virginia, the subject of slaves. The presentation of this paper gave rise to a very protracted debate, and finally it was almost unanimously referred to the Executive Committee. From the remarks which were made by members, there appeared to be a very great feeling of harmony on this delicate subject, and a universal desire that the church should

RAILROAD ACCIDENT IN HUMPHREYSVILLE
Yesterday noon, as one of the trains on the Nauvoo Railroad was passing the village of Humphreysville, a young man by the name of George Jaynes, about eleven years of age, whom we regret to say was deaf and dumb, was discovered walking on the track, with his back to the engine.

the train. As soon as seen, the engineer gave the whistle, reversed the motion of the engine, did all he could to warn the unconscious traveler danger—but it was found impossible to stay the train in time to save him, and he was consequently over by the locomotive, instantly severing his legs from body, and crushing him in a shocking manner. Eviction was afforded to the unfortunate man by physicians, but after lingering in distress for about

To the Editor of The Tribune:

I send you the above for the purpose of inserting and at the same time to recommend what I strongly argued, unavailingly, through the *Register*, the propriety and necessity of all engineers and conductors of railroad locomotives adopting

rule, that when any person is seen walking on track before an engine, to take it for granted that he is deaf, or blind, or insane, and once let the motion of the engine be regulated accordingly. Acting on this precaution, how valuable lives might have been saved instead

valuable lives might have been spared instead of huriling them into eternity, or causing them to lead a miserable existence in agony worse than death? If motives of humanity do not impel there no penal laws for such recklessness, for it can be called nothing else? PRECAUTION

NAVY.—Commander Kelly has been ordered to the Gosport Navy Yard, in place of Commander Faragut, whose term has expired.....The frigate Congress has been put in commission and received her Marine Guard on the 9th inst. She goes to the Brazil Station, to relieve the Br...

wine... The Jamestown is to be fitted out for the Pacific Station.....The Porpoise is fitting out for another cruise.....The steamer Water-Witch, Lieut. Com. Totten, arrived at Washington on the 18th inst. from Pensacola.

the Providence Journal, who has watered these matters with more attention than any other paper in the country, is decidedly of opinion that Sir John Franklin is still alive. They suppose he is further to the West and North than the European navigators have imagined, and that he is rather to be sought for through Behring's Straits. It is supposed he might have entered the Strait of

supposed to have entered that Sea which
believed to lay around the Pole, and have
gressed too far to the West to be reached thro'
Baffin's Bay. Some navigators, after passing
the immense icy barrier, have discovered an o-
cean beyond, through which Sir John may h-
passed. [Hartford Courant

mute aged 19, was overtaken on last Saturday the cars on the Naugatuck Railroad, and had his legs and one hand cut off. He died in great agony in a few hours.

FROM WASHINGTON.

The Galphin Business.
Extract from a Letter to the Editors.
WASHINGTON, Saturday, May 10.
A fact has leaked out within a day or two in regard to the examination before the Galphin Committee that has caused a good deal of talk and speculation, and increased the anxiety for the

appearance of the Report. As it is stated to me, circumstances are these: In the examination Mr. CRAWFORD before the Committee, its W members were particular in showing by Mr. CRAWFORD, that in stating to Gen. TAYLOR that he a claim against the Government, he did not see

was to be prosecuted before a member of his Cabinet, nor did he state the amount or character of claim, nor the extent of the interest he had in it. This completely separated the President from knowledge of, or connection with this Galp claim. All that had been stated to him was:

It seems that two or three days since, a communication from the President was sent to the Committee, in which it was stated that although they know nothing of the character or extent of any

of the claim, yet that if such knowledge had been communicated to him by Mr. CRAWFORD, it would not have changed the purport of the reply he made to the Secretary of War. This letter of the President is a good deal chuckled over by the Loco-Foco members of the Committee, and I suppose it will

The question that arises is, whose suggestion or influence was it that prevailed upon the President to transmit such a communication to the Committee after they had concluded taking testimony, and 6

what purpose was that letter sought? If Mr CRAWFORD advised or suggested this, the people should know it, and he will ascertain how far the effect of that communication will go in relieving him from the responsibility that the Report of the Committee will attach to him. The impression

here is, among those who know anything of the transaction, that Gen. TAYLOR's generosity and kind disposition has been taken advantage of, in inducing him to address this letter to the Committee; and the principal desire is to know who the person was who approached him upon the subject.

So far from the letter having had the slightest effect in meliorating the tone or terms of the Report, it has operated the very reverse, and only